

Claims

"We claim:

- 1. A common rail system for supplying fuel to internal combustion engines, in particular Diesel engines of passenger cars, having a central high-pressure fuel reservoir (4), which via high-pressure fuel lines (5, 7) communicates with a plurality of injectors, whose opening and closing motions are controlled each by a respective control device (13; 17, 19), characterized in that the high-pressure fuel reservoir (4) and the control devices (13; 17, 19) are combined in a module, which communicates permanently with the injectors via high-pressure fuel lines (8, 48).
- 2. The common rail system of claim 1, characterized in that at least one sensor (24) is integrated with the module (3).
- 3. The common rail system of one of the foregoing claims, characterized in that the control device includes a first control valve member (13), which is received axially displaceably in the module (3) between an opened position, in which a communication between the high-pressure fuel reservoir (4) and the triggered injector is opened, and a closed position, in which the communication between the high-pressure fuel reservoir (4) and the respective injector is closed, as a function of the pressure in a control chamber (12), and a second axially displaceable control valve member (17, 19), received in the module (3) which opens a communication between the control chamber (12) and a pressureless return (18) as a function of the position of an axially displaceable actuator (22), in particular a piezoelectric actuator, and that the longitudinal axes of the first control valve member (13), the second control valve member (17, 19) and the actuator (22) are each disposed at a right angle to one another.
 - 4. The common rail system of one of the foregoing claims, characterized in that conventional nozzle holder combinations are used as injectors.

5. An internal combustion engine, having a cylinder head (1) and a cylinder head cap (2), characterized in that a module (3) of one of the foregoing claims is mounted between the cylinder head (1) and the cylinder head cap (2).

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